

RECEIPTS STILL HEAVY AT BOSTON

NEARLY MILLION AND A HALF
POUNDS OF GROUND FISH
BROUGHT IN TODAY.

The Boston fleet numbered 34 this morning and receipts were again exceptionally heavy. Fares aggregated 1,474,000 pounds of groundfish, 271 swordfish, 68,000 pounds of large mackerel, 59,000 pounds of blinks and 36,000 pounds of mixed fish.

Prices were a little higher and all varieties were in good demand on the opening.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Breaker, 85,000 haddock, 6000 cod, 13,000 mixed fish.

Str. Ocean, 104,000 haddock, 5000 cod, 7000 mixed fish.

Str. Holy Cross, 105,000 haddock, 23,000 cod, 11,500 mixed fish.

Sch. Yankee, 110,000 haddock, 18,000 cod.

Sch. Frances C. Denehy, 55,000 haddock, 18,000 cod, 3300 mixed fish.

Sch. Edith C. Rose, 23,000 haddock, 500 cod, 43,000 mixed fish.

Sch. John Mantia, 68,000 haddock, 3000 cod, 7900 mixed fish.

Boat Nancy II., 40,000 haddock, 1000 cod, 2000 sole.

Sch. Pauline M. Boland, 35,000 haddock, 2000 cod, 9000 mixed fish.

Sch. Louise B. Marshall, 76,000 haddock, 27,000 cod, 2000 pollock.

Sch. Isabel Parker, 95,000 haddock, 24,000 cod, 4000 pollock.

Sch. Mary P. Goulart, 52,000 haddock, 65,000 cod, 9000 pollock.

Sch. Gosson, 75,000 haddock, 20,000 cod, 7000 hake, 2000 pollock.

Sch. Killarney, 65,000 haddock.

Sch. Shamrock, 65,000 haddock, 24,000 cod, 3000 hake, 4000 pollock.

Sch. John J. Fallon, 11,000 haddock, 47,000 cod, 2000 pollock.

Sch. Gertrude DeCosta, 11,000 haddock, 36,000 cod.

Sch. Elmer E. Gray, 4000 haddock, 29,000 cod.

Sch. Mary DeCosta, 4000 haddock, 60,000 cod.

Sch. Hazel M. Jackson, 91 swordfish.

Sch. A. Platt Andrew, 90 swordfish.

Sch. B. T. Hillman, 90 swordfish.

Sch. Paulina, 24,000 mackerel.

Boat Hoop-la, 24,000 mackerel.

Boat Santina D., 20,000 blink mackerel.

Boat North Star, 28,000 blink mackerel.

Boat Uncle Sam, 20,000 mackerel.

Sch. Nyoda, 11,000 blink mackerel.

Boat Mary G. II., 2500 mixed fish.

Boat Annie II., 6900 mixed fish.

Boat Fanny Parnell, 7800 mixed fish.

Boat Elmer S., 6000 mixed fish.

Boat Two Brothers, 6100 mixed fish.

Haddock, \$2.50 per cwt.; large cod, \$5; market cod, \$2.50; hake, \$1.50; pollock, \$2.50; cusk, \$3; gray sole, 9.60 cents per pound; lemon sole, 8 cents; black backs, 5 cents; yellow tails, 5 cents; dabs, 5 cents; mackerel, 9 1/2 cents; blinks, 1 1/4 to 2 cents; halibut, 21 to 22 cents per pound for white, 15 to 16 cents for gray; swordfish, 16 to 22 cents; catfish, 7 cents.

Newfoundland Seals.

Seals are more plentiful today than they were 50 years ago, in the opinion of Capt. Abram Kean of Newfoundland, veteran of 58 years' experience among the floes who recently pointed out the fact that during the last four years the catch had increased by over 333,000 seals. Young seals, however, are not so numerous as formerly, owing to the discontinuance of the practice of making two voyages in one season. Under the present method, one voyage only is made, and after the main slaughter the young strays are then, the ships remaining in the ice longer than formerly, when the herd has often been found penned up

ONE DRAGGER ONLY ARRIVAL

NORTHEAST WIND DRIVES MACKEREL AND NO CATCHES ARE MADE.

One lone dragger for the General Seafoods Corporation, with a fare of 55,000 pounds of haddock, was the only arrival today. The northeast wind off shore drove the mackerel schools, and none of these seiners found any fish yesterday or last night, the exception being a Boston boat reported in there today with a small amount of blinks.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Sch. Amelia M. Pereira, dragging, 55,000 lbs. fresh fish.

Sch. A. Platt Andrew, via Boston. Overland receipts at Pew's, 25,000 lbs. fresh fish.

Sch. L. A. Dunton, via Boston.

Sch. Sadie M. Nunan, via Boston.

Sch. Killarney, via Boston.

Sch. B. T. Hillman, via Boston.

Sailed.

Sch. Elizabeth and Ruth, dragging.

Sch. Mary F. Curtis, seining.

Sch. Ingomar, haddocking.

Sch. Grace and Evelyn, dragging.

Sch. Annie and Mary, seining.

Boat Natale II., seining.

Boat Alden, seining.

Boat Gov. Prence, seining.

Sch. Josephine and Mary, seining.

Sch. Julia, seining.

Boat Ramona, seining.

On the Railways.

Yacht Cyric is on Rocky Neck railways.

N. F. Codfish Notes.

There is little encouraging news this week. A few more bankers have arrived with average catches but throughout the Island the shore fishery has been very poor so far. Traps have been a failure this year. A change in the fishery outlook is hoped for on the arrival of squid and as our season was late in starting it has time yet to make such headway so that the present poor outlook may be only short-lived. The Labrador has had much adverse weather this week to delay operations and with the exception of Makkovick, Holton and Battie Harbour very little has been done. Many schooners in the vicinity of Savage Islands North have only a sign of fish, whilst from Savage Islands South good fishing continues. Belle Isle and Black Joe are making fair catches with a few schooners at Lark Tickle ready

The old-fashioned consignment shipment is not business, although many of our merchants still think it the only way to sell fish. Consignment is a game of chance, a gamble, and it has weakened our fishing industry to a larger degree than we sometimes realize. It should be curtailed and finally stopped by all who are in any way interested in the future of the fishing industry of this country. Exporters must cooperate on a reasonable price and hold firm until foreign buyers pay the price. A determined stand taken by all exporters to refuse shipment until it is known the price to be paid will give this country a favourable impression in consumer's markets. By the control of shipments and the making of the price before a quintal is loaded, the export end of the industry will have adopted sound business methods; obliterating the game of chance that has broken many a flourishing business.—Trade Review.

BOSTON PRICES MOVE HIGHER

RECEIPTS HEAVY ON GROUND FISH—ONE SEINER AND ONE SWORDER ON HAND.

Twenty-one craft brought trips to the Boston fish pier this morning, all groundfish and mixed fish except two fares. Receipts aggregated 957,000 pounds of groundfish, 100,000 pounds of mixed fish, 10,000 pounds of blink mackerel and 97 swordfish. Haddock sold for \$3 to \$3.50; large cod, \$4; markets, \$2.50; mackerel, 11 cents and swordfish 12 to 22 cents.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Yale, 90,000 haddock, 1000 cod, 18,000 mixed fish.

Str. Boston College, 105,000 haddock, 27,000 cod, 9000 mixed fish.

Str. Mist, 80,000 haddock, 9000 cod, 19,000 mixed fish.

Str. Comber, 110,000 haddock, 6000 cod, 7000 mixed fish.

Sch. Julia, 39,000 haddock, 5000 cod, 7500 mixed fish.

Sch. Ruth and Margaret, 67,000 haddock, 1000 scrod, 1000 cod.

Sch. Stranger, 22,000 haddock, 10000 cod, 4100 mixed fish.

Sch. Pauline M. Boland, 35,000 haddock, 2000 cod, 11,000 mixed fish.

Sch. Frances J. Manta, 40,000 haddock, 5000 mixed fish.

Sch. Morning Star, 32,000 haddock, 27,000 cod, 2000 pollock.

Sch. Marjorie Parker, 32,000 haddock, 24,000 cod.

Sch. Azores, 2500 haddock, 30,000 cod, 2 swordfish.

Sch. Teazer, 3000 haddock, 31,000 cod.

Sch. J. M. Marshall, 5800 haddock, 41,000 cod.

Sch. Annie L. Marshall, 10,000 haddock, 37,000 cod.

Sch. Santina, 10,000 blink mackerel.

Sch. Evalina M. Goulart, 95 swordfish.

Sch. Arthur and Matthew, 5800 haddock, 5200 mixed fish.

Sch. Evangeline D., 3900 mixed fish.

Boat Princess, 3500 haddock, 5900 mixed fish.

Boat Eddie and Lulu M., 4300 mixed fish.

Haddock, \$3 to \$3.50 per cwt.; large cod, \$4; market cod, \$2.50; hake, \$1.50; pollock, \$3; cusk, \$2.50; gray sole, 10 cents per pound; lemon sole, 9 cents; black backs, 4 cents; yellow tails, 5 cents; dabs, 5 cents; mackerel, 11 cents; blinks, 6 cents; catfish, 6 cents; swordfish, 12 to 22 cents.

FIVE TRIPS AT

Norwegian Storting medicinal cod liver oil may be exported only under the name "Norwegian cod liver oil," according to information sent to the Department of Commerce from its Oslo office. The name "Loften Cod Liver Oil," hitherto in general use, is to be replaced in official usage by the "Norwegian" designation.

The law provides that no imported cod liver oil, except that produced on Norwegian vessels from cod caught in the Icelandic waters will be considered Norwegian oil. There has been considerable discussion, both in and out of the press, regarding the quality of cod liver oil which by this measure comes under government control. According to results from experiments made with livers of other members of the cod family, it is conceded that they may be equally rich in vitamins, and also that foreign oil which is imported chiefly from Iceland may be as good in quality as the Norwegian. The main purpose of the law is to set a standard for Norwegian oil which can compete in quality with other oils, particularly that from Newfoundland.—Drug Reporter.

August 21

RACERS GETTING INTO TRIM FOR TRYOUT

Aug. 22

Capt. Pine May Test Out Story Tomorrow---Five Contenders Draw for Official Numbers

N. F. Cod Liver Oil.

Reports are current that the Hudson Bay Company intend going into the cod liver oil business on an extensive scale says the St. John's Trade Review. They have been closely connected with British trade for more than two hundred and fifty years during which time they have made such magnificent strides that when we hear of them branching out to include the manufacture of cod liver oil we may well take time to consider the wonderful possibilities of this business in the future.

We have heard that this company has approached Dr. J. C. Drummond, the famous expert of the London University to join up with them in this enterprise.

At the present time Dr. Drummond is making a most careful research as to the development of this business in Newfoundland and has been most favorably impressed.

He is loud in his praise of the remarkable vitamin potency of the Newfoundland Oil which surpasses others to the extent that they have been forced to cut their prices in two in order to make any sales.

Dr. Drummond gave an address on cod liver oil to the Medical Association that has been described by all as the most remarkable discourse on cod liver oil that they had ever heard. We regret very much that there was no reporter present to give this lecture verbatim, but he showed how scores of preparations now in daily use were mere whips and stimulants to lash a rundown body and weary system into semblance of revival whereas in comparison he showed with scientific facts how cod liver oil was a fundamental food that not alone laid the foundation for renewal and revival, but built up the organs of the body in a way that nothing else could do so well.

He told them of the new preparations now being made from irradiated ergosterol which were attracting attention in America and Europe. These preparations had been in use in the British hospitals for some time, but while some children appeared to be benefitted, it acted in the very opposite way on others and had to be handled with the greatest discretion. It was very different with cod liver oil especially the high grade quality which had proved so beneficial that it could be relied upon for all cases.

He was emphatic that this irradiated ergosterol was no substitute for cod liver oil. It gave results for Vitamin D, but there was absolutely no Vitamin A, and as cod liver oil contained both in proportions that had proved so efficient it would undoubtedly remain the standard for many years.

At last night's meeting of the Fishermen's Race Committee at the Master Mariners' rooms, representatives of the five vessels entered, drew by lots the numbers which will be displayed on the sails in the races on August 31, September 1 and 2. Five numbers were placed in a hat and owners drew as follows:

- 1.—Sch. Josephine DeCosta.
- 2.—Sch. Progress.
- 3.—Sch. Thomas S. Gorton.
- 4.—Sch. Elsie.
- 5.—Sch. Arthur D. Story, formerly the Mary.

Four of the five vessels are pretty well ready for their try-outs and tomorrow, Capt. Ben Pine may take the Story out to test her trim and balance. The Gorton will go early next week. Both the Elsie and Progress have deck cleared, topmasts up and rigging ready and may be seen most any day slipping down the harbor for the tests necessary to put them in their best sail-representatives, was read at last night's meeting.

Owners Issue Statement

This document stated that the owners wanted it understood that they did not want the public to contribute in any way to the improvement of their vessels for any purpose, other than racing, and in accordance with a previous oral statement, the itemized expenditures will be submitted to a disinterested committee to determine the proportion the vessel owners shall stand.

The letter addressed to Wetmore Hodges, chairman of the race committee follows:

Dear Mr. Hodges: We hereby confirm the oral statement made at on:

of our early meetings with reference to the position of the owners of the vessels which have already been entered in the fishermen's race as follows:

When the races are over we will submit to a disinterested committee, to be appointed by you, itemized accounts of all expenditures; said committee to have full power to determine the proportion the vessel owners

The matter of an information booth for race information was left with Lawrence J. Hart.

Henry F. Brown of the sailing committee reported a conference held in Boston yesterday with Secretary Wilmot A. Reed and Capt. Blake of the Coast Guard. Mr. Brown said that Capt. Blake would provide two 75-footers from Base 7; two from Base 5 at East Boston; the cutter Tampa and a destroyer.

Secretary Reed read a letter from Congressman Andrew stating that the Navy Department would send the U. S. S. Bushnell from New London and probably the U. S. S. Sturtevant, a destroyer, from Newport.

The committee will meet next week on Monday evening.

LAUNCH NEW CRAFT AT ESSEX TOMORROW

Capt. Simon Theriault's new schooner, Edith and Elinor, which has been under construction at the yard of J. F. James and Sons at Essex, will dip the water tomorrow at 1 o'clock, unless something unforeseen occurs, and

will be towed around to this port for outfitting.

The new craft, a dandy schooner 112 feet long, will be christened by Elinor Theriault, daughter of the skipper and owner. A 280 horse power engine will provide auxiliary power for the craft, which will be immediately fitted up for off-shore dragging.